

SAILED THROUGH THE AIR A DISTANCE  
OF NEARLY 96 MILES IN AEROPLANE

Once More the Record Is Broken, This Time  
by Hubert Latham Who Out-  
rides a Storm

Betheny Aviation Field, Rheims, France, Aug. 26.—The fifth day of aviation week has been characterized by the breaking of all previous records for distance covered in an aeroplane of either the biplane or monoplane type, as well as the breaking of the record for length of time in the air in a monoplane, by Hubert Latham, the French aviator.

Latham remained in the air for two hours, 18 minutes, 23.5 seconds, and covered a distance of 154 kilometers, 375 metres (95 miles and 3,895 feet).

The previous record for both time and distance in a biplane was made yesterday by Paulhan, another Frenchman, who covered 133 kilometers, 675 metres (83.07 miles) in 2 hours, 53 minutes, 24 seconds. The previous record for sustained flight in a monoplane was 1 hour, 7 minutes, 27 seconds, made by Latham himself on June 5, of this year.

Previous to the performances of yesterday and today, the official record for both time and distance in an aeroplane was held by the Wright brothers, who have done 73 miles in 2 hours, 20 minutes 23.5 seconds.

The unofficial time record made by Roger Sommer, was 2 hours 27 minutes, 15 seconds. Sommer used a biplane. Latham is competing for the Grand Prix De La Champagne, the first prize of which is \$10,000.

Counting his flight of this morning, Latham has flown today more than 144 miles.

Latham broke a wing of his machine in alighting, but he was not injured. By his flight of today he has classified as first in the Prix De La Champagne.

When Latham started he calculated that he had sufficient gasoline for a flight of three hours. He made the round of the course fifteen times and, after passing the finish mark for the last time, had traveled a distance of four kilometers and 375 metres before landing. As he passed in front of the tribunes Latham was given a tremendous ovation. He said he had alighted because the gasoline was exhausted.

"But I will take more next time," he added.

The fifth day of aviation week was ushered in with ideal weather conditions. The light airs and overcast sky brought the flyers early and before noon a dozen machines were circling above the plain.

The program today included the continuation of the trials for the Grand Prix De La Champagne, the endurance test; the lap event, the speed event, a race between dirigible balloons and a landing competition for spherical balloons.

Latham, in a monoplane, was the first aviator to get away in an effort to beat Paulhan's endurance record of yesterday, 2 hours, 53 minutes and 24 seconds. Latham started flying at a great height. Sommer, Cockburn, Bunau-Varilla, DeLa Grange and finally Glenn H. Curtiss, the American contestant, followed Latham into the air.

Curtiss' purpose was to improve his record in the speed lap contest and to qualify for one of the six prizes in the endurance contest. He accomplished three rounds in an impressive manner, but his speed was disappointing. His total time was 28 minutes, 59.3 seconds. By rounds his showing was as follows: Eight minutes, 32.5 seconds; 9 minutes, 56.5 seconds; 10 minutes, 36.3 seconds.

In the meantime the other flyers, except Latham and DeLa Grange, had alighted without doing anything. A noteworthy feature was witnessed when DeLaGrange, flying low, started to overtake Latham, who was still high in the air. There was a pretty race for four miles and DeLaGrange was overhauling Latham when he was compelled to descend. Latham, after covering 70 kilometers (43.47 miles) was obliged to descend because of trouble with his motor. Ten minutes later he was in the air again racing with another machine.

Curtiss declares that he did not push his machine this morning, but he doubts whether he can beat his time of yesterday. Bleriot, therefore, will be the winner on form if he can go the distance.

The Wright managers intend to make a desperate effort to wrest the endurance prize from Paulhan and capture the height and weight carrying events.

Lefevre, in a Wright machine with a tank holding 90 litres of fuel, will make a try this afternoon.

Bleriot made his first appearance in

had become quiet again by noon and was fractionally above the lowest. Bonds were heavy.

NEW YORK STOCKS.

Amalgamated Copper, \$2 3-4.	American Beet Sugar, 46.
American Car and Foundry, 64 3-4.	American Cotton Oil, 71.
American Locomotive, 57 1-2.	American Smelting, 99.
American Smelting, pfd., 113.	American Sugar Refining, 129 1-2.
Anacosta Mining Co., 47 5-8.	Atchafalpa, 115.
Atlantic Coast Line, 136.	Atlantic Coast Line, 136.
Baltimore and Ohio, 115 1-4.	Brooklyn Rapid Transit, 78 1-4.
Canadian Pacific, 183 3-4.	Chesapeake and Ohio, 80 3-8.
Chicago and Northwestern, 193.	Chicago, Mil. and St. Paul, 154 3-8.
Colorado Fuel and Iron, 43.	Colorado and Southern, 52.
Delaware and Hudson, 192 1-2.	Denver and Rio Grande, 47 3-4.
Denver and Rio Grande, pfd., 85 1-4.	New York Central, 136 1-4.
Reading Railway, 156 1-4.	Rock Island Co., 37.
Rock Island Co., pfd., 75 1-2.	Southern Pacific, 125 3-4.
Southern Railway, 29 3-4.	Union Pacific, 198.
United States Steel, 74.	United States Steel, pfd., 123 7-8.
Wabash Railway, 20.	Wabash Railway, pfd., 52 5-8.
Western Union, 73.	Standard Oil company, 702.

Chicago Livestock.

Chicago, Aug. 26.—Cattle—Receipts estimated at 5,000; market weak. Steers \$4.15-7.75; Texas steers \$4.00-6.40; western steers \$4.15-6.40; stockers and feeders \$3.15-5.25; cows and heifers \$2.25-6.40; calves \$6.00-8.75.

Hogs—Receipts estimated at 17,000. Market 10c lower; light \$7.55-8.20; mixed \$7.45-8.20; heavy \$7.15-8.15; rough \$7.15-8.10; good to choice heavy \$7.40-8.15; pigs \$7.00-7.90; bulk of sales \$7.55-8.05.

Sheep—Receipts estimated at 17,000. Market steady; native \$2.75-4.65; western \$2.00-4.65; yearlings \$7.50-8.50; lambs, native \$4.25-7.75; western \$4.50-7.75.

Kansas City Livestock.

Kansas City, Mo., Aug. 26.—Cattle—Receipts 7,000. Market steady to 10c lower. Native steers \$4.25-7.80; stockers and feeders \$2.00-5.50; cows and heifers \$2.75-5.50; bulls \$2.30-6.00; calves \$3.75-5.50; western steers \$3.75-6.50; western cows \$2.75-6.50.

Hogs—Receipts 7,000; market 10c lower. Bulk of sales \$7.70-7.90; heavy \$7.75-8.15; packers and butchers \$7.75-8.15; light \$7.50-7.90; pigs \$6.00-7.25.

Sheep—Receipts 6,000; market steady. Muttons \$4.50-5.25; lambs \$5.75-7.50; range wethers \$4.00-5.25; range ewes \$3.25-5.25.

Sugar and Coffee.

New York, Aug. 26.—Sugar, raw—Steady; fair refining \$3.61; centrifugal 96 test \$4.11; molasses sugar \$3.36. Refined, steady; crushed \$5.75; powdered \$5.15; granulated \$5.05.

COFFEE—Quiet. No. 7 Rio 7 1-4; No. 4 Santos 8 1-2-3.

Metal Market.

New York, Aug. 26.—Lead, steady, \$4.25-4.40. Copper, quiet; standard spot \$12.50-12.55; October \$12.70-13.00. Silver 51 5-8.

UTAH MAN  
CHARGED

Frank Pierce Would  
Have Opened Way to  
Alaska Coal Frauds.

Washington, Aug. 26.—Officials of the interior department are busy today preparing their statement regarding the charges made by Louis G. Glavis, chief of the field division of the general land office in the northwest, with offices at Seattle. The report of Mr. Glavis was made to the President. He is understood to have attempted to show that high officials of the interior department were unnecessarily concerned in the expedition of what are known as the Cunningham claims to valuable coal lands in Alaska.

The President called upon department officials for a report upon the matter.

A decision by First Assistant Secretary Frank Pierce of the department of the interior, now acting secretary, dated May 19, 1909, it is declared here, would have listed and patented the Cunningham claims had not Attorney General Wickersham overruled his action on an appeal made by Louis R. Glavis.

In this decision addressed to the commissioner of the general land office and referring, it is declared in some quarters, to the Cunningham case, Mr. Pierce said:

"I have to advise you that the act of May 28, 1908, was a curative act and should be liberally construed so as to further the object intended to be advanced by said legislation, namely, the consolidation of coal claims in

Alaska, initiated prior to November 12, 1906, through means of associations or corporations, so as to permit the acquisition of title to contiguous locations not exceeding 2,650 acres.

"It is assumed that the difficulty with which your office is confronted in passing upon these applications is merely that technical objection might have been raised as to the good faith of the claimant or entryman, because of the understanding, arrangement or agreement contemplated or entered into with respect to the completion of such entries prior to the passage of the act of May 28, 1908. With respect thereto, I am of the opinion that to so limit the scope and purpose of the act of 1908 as to refuse the privilege of perfecting such claims under its liberal provisions, solely because of such previous arrangement or agreement, is unwarranted and that in passing upon entries sought to be perfected under the act of 1908, where the only objection thereto is an arrangement of the character specially described in your letter, the same might and should be accepted and passed to patent."

After reciting the question at issue, Mr. Wickersham in his opinion overruling Mr. Pierce said:

"I am of the opinion that if agreement or arrangements mentioned in your letter were entered into by locators of coal lands in Alaska after they had made their locations in good faith and in their own interest alone, such locations may, under the provisions of the act of May 28, 1908, lawfully pass to entry and patent, in accordance with the terms of said act. On the other hand, I am of the opinion that if such agreements or arrangements were entered into prior to such locations being made, such locations do not come within the premises of said act and cannot be lawfully passed to entry and patents."

Indianapolis Speedway  
Not Finished When  
Races Began.

Indianapolis, Aug. 26.—Coroner Blackwell yesterday made public the testimony of Carl G. Fisher, president of the Motor Speedway company in the cases of William Bourque and Harry Holcomb, killed at the speedway in races of August 19.

When asked concerning the condition of the track, Fisher said it was in good condition when the races started. He admitted that there was a bad place in the track where the track crossed a ditch, but he was sure that it had no part in the wreck, as the car was given seventy miles an hour when the axle plates broke.

The coroner then asked Fisher if they did not put on the races before the track was finished. To this Fisher answered in the affirmative.

"Is it a fact that you did not have time to complete the track?" asked the coroner.

"That is true," Fisher answered. "You were expecting an accident of some kind were you not?" the coroner continued.

"Yes, sir," was the reply.

"And for that reason you had the hospital built there?"

"Yes, sir,"

Coroner Blackwell asked Fisher how much longer it would have taken to make the track perfect and he answered that it would never be in perfect shape, as a gang of men was constantly kept busy making repairs when the racers were not on the track.

How Favored Shippers  
Are Given Advantage  
in Business.

New York, Aug. 26.—A. B. Stickney, long president of the Chicago, Northwestern, whose charges that the railroads still are granting rebates, just as before the passage of the Hepburn rate law, is about to be investigated by the Interstate Commerce commission, outlined yesterday what he regards as the proper method to pursue to do away with the alleged abuses.

The favorite way of granting rebates now, he said, is to allow claims for overcharges, for damages presented by large shippers, which promptly are paid by railroads to favored shippers.

Discrimination in rates is also practiced, he asserted, by putting obscure rates in the rate schedules. The attention of favored shippers, he said, was called to these rates.

As a remedy for rebate evils, he suggested, as the first essential, the simplification of rates, and, as means to this end, the adoption of a uniform classification.

HOME OF DOCTOR  
JONES DESTROYED

New York, Aug. 26.—Eleven hours after Dr. Oliver Livingston Jones, who owns property in nearly every state of the union, was returned to his home at Cold Springs Harbor, L. I., the house caught fire and was burned to the ground. The house, said to have been the largest private residence on Long Island, was built sixty years ago and contained more than one hundred rooms.

The weak physical condition of a son had caused Dr. Jones to work excessively and he disappeared Tuesday night. Yesterday he was found in the woods by an automobile party.

With the house were destroyed many works of art and a fortune in tapestries and furniture.

HARRIMAN'S  
PHYSICIAN

Calls in a Specialist on  
Kidney Disease to  
See the Wizard

New York, Aug. 26.—Much significance is attached to the visit of Dr. Norman E. Dittman, an eminent specialist in diseases of the kidneys, to E. H. Harriman at Arden, N. Y. Dr. Lyle, Mr. Harriman's personal physician, and members of his family, persistently have resorted to make an authoritative announcement of the supposed malady from which the railroad magnate apparently is suffering.

Dr. Dittman, whose practice is said to be confined exclusively to the treatment of kidney complaints, was called to the Harriman estate. After a long interview with Mr. Harriman he declined to make any statement. He referred questioners to Judge Robert

SPANISH ARTILLERY MOWS DOWN THE  
MOORS ON THE MOROCCAN COAST

One Thousand Men Slain in the Last Three Days—Spanish Prisoners Tortured, Heads Cut Off and Bodies Flung Into Holes

Lisbon, Aug. 26.—Special dispatches received here from Melilla say the fighting is general on the Moroccan coast. The new Spanish artillery has wrought terrible havoc among the Moors, who have lost 1,000 men in the last three days. The Spanish casualties amount to 350. A Spanish column has destroyed three villages near Resting. A Moorish deserter who has come into the Spanish lines declares that Spanish prisoners, after being horribly tortured and mutilated, are decapitated and their bodies flung into a hole on Mount Guruga.

Estimates place the number of Spanish prisoners at 1,000.

The water being doled out to the Spanish troops is insufficient and, driven by their overwhelming thirst, they have drunk from stagnant pools. Many cases of poisoning have resulted. Already 53 men have died from this cause.

RACE TRACK  
WAS UNFIT

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ATTACKED  
BY ROBBERS

Woman Repeatedly Jabs  
One of Them With a  
Hat Pin.

Chicago, Aug. 26.—While her husband, barricaded behind an umbrella, attempted to parley with two highwaymen last night, Mrs. Charles F. Thill, scolding the frail barrier, sprang upon the startled robbers and wielded a hatpin with such telling effect that only an instant elapsed before the bandits were in full flight.

The attack occurred in front of the Board of Trade building.

"You take the little fellow, dearie," called Mrs. Thill as she leaned at the taller of the two men, "I'll try and look after the other one."

Surprised by the suddenness of the attack, the robber was hurled to the pavement and quick as a flash the long hatpin was jabbing him.

The robber was fighting a losing battle when he was rescued by his comrade, who felled Thill with a blow and then turned on Mrs. Thill. An instant later the men disappeared down the alley.

YOUNG HARRIMAN  
TO BE A FIREMAN

Chicago, August 26.—Having completed the first installment of the practical experience that is to fit him to some day step into his father's place at the head of one of the great railway systems in the world, Walter A. Harriman, eldest son of Edward H. Harriman, is on his way to New York.

Mr. Harriman said he would continue his railroad education this winter, but not with a chain gang.

"I've got to 'wise up' on all branches of the business," he said. "After a visit home and a short vacation, I expect to start in at the business again. I am planning to spend much time in the operating department. I'll probably take a job as a fireman or brakeman."

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BENEFIT OF  
THE DOUBT

Denver, Aug. 26.—Benzonate of soda as the preservative most commonly used in manufactured food products was put on trial before the convention of the Association of State and National Food and Dairy departments today. The opposing forces were the government's chemical experts, including members of the Reussen referee board, who contended that benzonate was harmless, and some of the 200 state food commissioners and agriculturalists delegated to the convention.

Secretary of Agriculture Wilson was an interested spectator. Near him sat Dr. Ira Remsen of Baltimore, Md., Dr. Russell H. Chittenden of New Haven, Conn., Dr. John H. Long of Evanston, Ill., and Dr. Christian H. Herter of New York City, all members of the "referee board of consulting scientific experts," appointed by President Roosevelt to settle the disputed points in the federal pure food law. Each member of the board present read papers upholding their previous conclusion made to the government, that benzonate when used in food in moderate quantities is harmless.

The position taken by Mr. Emery and his followers, as announced by them, is, "if there is any doubt as to the harmfulness of chemicals in food the public should have the benefit of the doubt. That there is a doubt is the belief of many competent scientists."

As showing that benzonate does not cover up inferiority, Dr. Long said he had made catnip out of rotten tomatoes, apples, peaches and bananas. In one portion was put vinegar, and spices and in another benzonate, and the only portion which tasted good was that in which vinegar and spices had been mixed.

George L. Plauders, assistant commissioner of agriculture of New York state, is named as the probable next president of the association.

After the convention Secretary Wilson will make a tour of the western states.

FOOD FIT  
FOR SEWER

Is Sold to the American  
People Under License  
of Government

Denver, Colo., Aug. 26.—The federal government was accused of licensing

SALT LAKE DAY CELEBRATED AT  
THE ALASKA-YUKON EXPOSITION

Seattle, Wash., Aug. 26.—Salt Lake day was celebrated at the Alaska-Yukon-Pacific Exposition by 2,500 citizens of Utah, including Governor William Spry, the famous Tabernacle choir and the Salt Lake cadets.

The choir will give a concert in the exposition auditorium tonight and will try for the \$1,000 prize in the great Elstedtford on Friday and Saturday.

The Utah visitors will start homeward Sunday night.

WALL STREET ANXIOUS FOR NEWS  
FROM THE HOME OF E. H. HARRIMAN

New York, Aug. 26.—Denial was made on Wall street this afternoon that the day has seen any serious development in the condition of E. H. Harriman. On account of the slump in the Harriman stocks, efforts were made to gain more definite news of the financier's health from the offices of the Union and Southern Pacific